

The Hong Kong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4629

晚五十月七日十三號光

THURSDAY, AUGUST 25, 1904.

四時禮

號五十一月八英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

BANKS.

THE OKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. Hon. R. Shewell.

Hon. W. J. Gresson. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schubart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNT'Y BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,375

HEAD OFFICE—HONGKONG.

Board of Directors—

Creasy Ewens, Esq. Kwan Fong Kuk, Esq.

J. Focke, Esq. G. C. Moxon, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 2nd August, 1904. [B]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Tientsin, Calcutta, Hankow, Tsingtau (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldurru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotsu, Hokoku, Hondo, Ichinuma, Kanada, Mameda, Manoura, Onoura, Ojimi, Sashima, Tsukuburo, Yoshinotani, Yoshi, Yunakihara and other Coals.

S. MINAMI, Manager, Hongkong. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CAREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 % " " 6 "

5 % " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent per annum on the Daily Balances.

On Fixed Deposits for 12 months. 4 per cent.

6 " 3 1/2 "

3 " 2 1/2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

PHOTOGRAPHY

IN ALL ITS BRANCHES.

AMATEUR WORK

GIVEN SPECIAL ATTENTION.

HUNG FUNG,

(Successor to C. W. Clark),

Photographer,

4, ICE HOUSE STREET.

Hongkong, 18th August, 1904. [24]

SHIPS' UPHOLSTERY.

A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.

Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & CO.

Hongkong, 17th August, 1904. [25]

ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY

THE OSAKA BEER BREWING Co., LTD.

OSAKA, JAPAN.

Telphones No. 75.

In Cases of 4 doz. bottles.

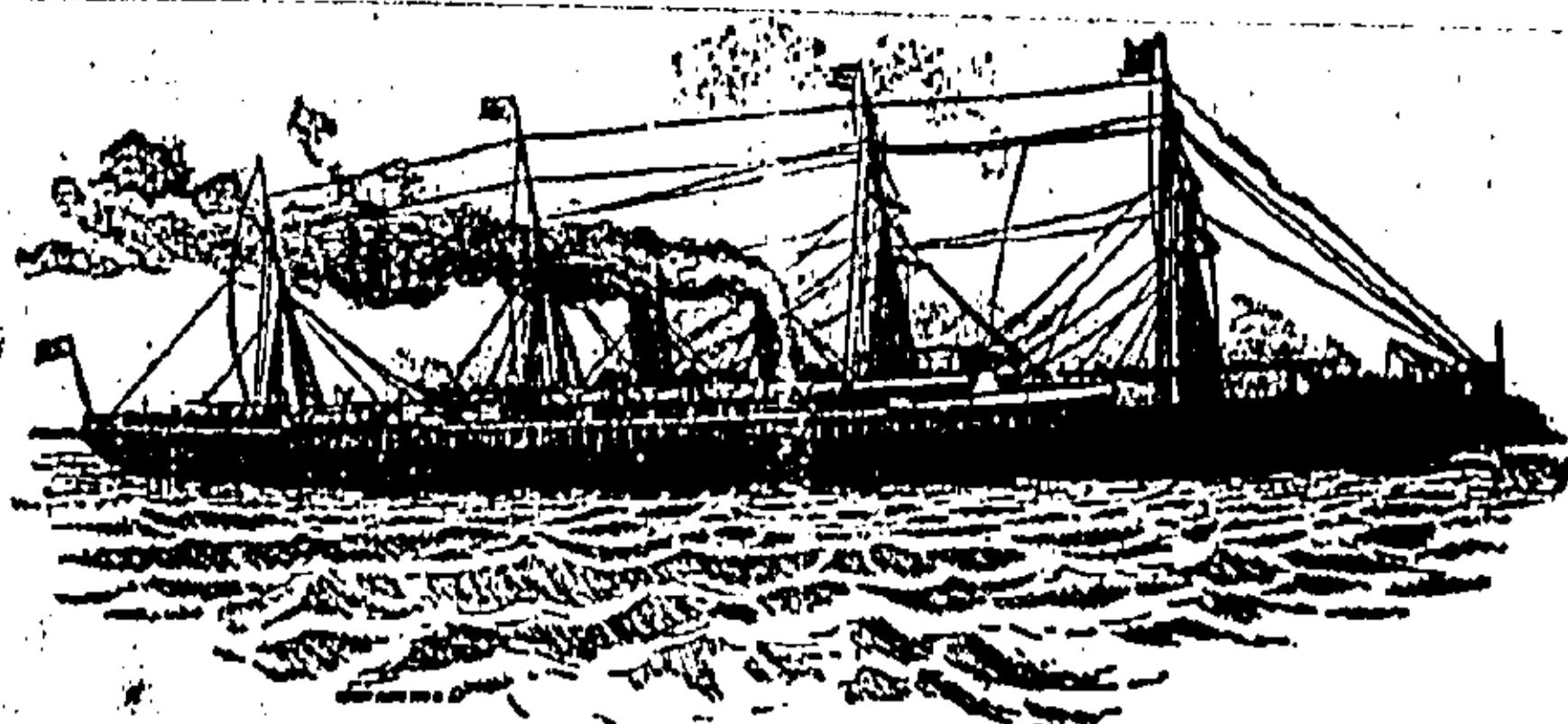
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CALDBECK, MACGREGOR & CO.,

SOLE AGENTS</p

Mails.

U.S. MAIL LINES.

PACIFIC MAIL G.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG:

"MONGOLIA"	13,639 Gross Tons	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"KOREA"	11,276	TUESDAY, 1st November, at Noon.
"GAELIC"	4,205	THURSDAY, 10th November, at Noon.
"COPTIC"	4,352	
"AMERICA MARU"	6,300	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consuls and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta, and Ireland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

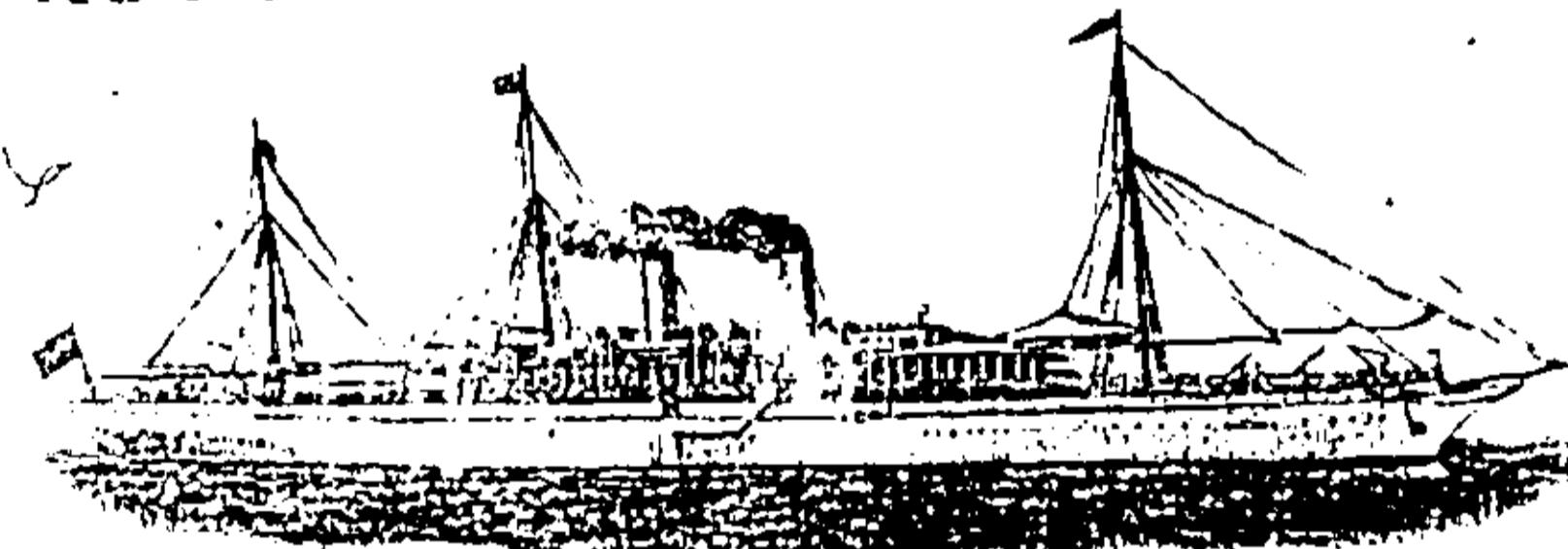
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; dock bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY, SPEED, PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 12 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons

WEDNESDAY, 21st September.

"ATHENIAN" ... 2,440 WEDNESDAY, 12th October.

"EMPERESS OF CHINA" ... 6,000 WEDNESDAY, 19th October.

"TARTAR" ... 4,425 WEDNESDAY, 2nd November.

"EMPERESS OF INDIA" ... 6,000 WEDNESDAY, 16th November.

"EMPERESS OF JAPAN" ... 6,000 WEDNESDAY, 14th December.

Hongkong to London, 1st Class, £60. via St. Lawrence £60. via New York £60.

Hongkong to London, Intermediate on £40. Steamer, and 1st Class Rail £42.

THE magnificient Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 24th August, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

(ex BAMBERG) HAVRE and HAMBURG. 30th August. Freight.

Miltzaff (Calling at S'Pore, PENANG & COLOMBO.)

ANDALUSIA HAVRE and HAMBURG. 11th Sept. Freight.

Filler (Calling at S'Pore, PENANG & COLOMBO.)

SAMBIA HAVRE, BREMEN and HAMBURG. 20th Sept. Freight.

Lining (Calling at S'Pore, PENANG & COLOMBO.)

SCANDIA HAVRE and HAMBURG. 3rd October. Freight.

(ex KONIGSBERG) (Calling at S'Pore, PENANG & COLOMBO.)

SUEVIA HAVRE and HAMBURG. 18th October. Freight.

BRISGAVIA HAVRE and HAMBURG. 1st Nov. Freight.

Schlüke (Calling at S'Pore, PENANG & COLOMBO.)

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Onn's Buildings.

Hongkong, 20th August, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON, J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,303 tons	Captain R. D. Thomas.
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSHAN,"	2,200	" W. A. Valentine.
"HANKOW,"	3,073	B. Branch.
"KINSHAN,"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.
Departs from Hongkong to Macao on week days at about 2 P.M.		

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
Departs from Canton to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from £2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [1674]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

16, DES VIEUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Ferguson's SPECIAL CREAM, &c., &c.

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVENY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES Hongkong, 15th December, 1904. [184]

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S KODAKS and FILMS.

SOLE AGENTS for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

at QUEEN'S ROAD, Watson's Building.

NEW SEASON'S SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP and BEST SUGAR STEM GINGER FOR TABLE D'HOTE.

Specially recommended. Delicious and Wholesome.

Fixed prices for different assortments.

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [914]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares, held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,
EDWARD OSBORNE,
Secretary. [933]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & CO., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$1.00 share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$1 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [74]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE of \$125 is payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [917]

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and BONUS of 4% per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 22nd August, 1904. [961]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 9th August, 1904. [923]

Intimations.

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.
Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. F. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

17th August, 1904. [937]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATRY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which every thing pertaining to the making of Aerated Water was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY OR OFFICE, West Point, Tel. 367. Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904. [677]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, WE HAVE SECURED THE

CO-OPERATION OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

Those Players have been tested in Hongkong for 5 years (at Peak included) without a single failure, which can be said of no other Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 2d August, 1904. [924]

PORT ARTHUR DOOMED.

GREAT PREPARATIONS.

A HUNDRED EIGHT-INCH GUNS.

(From the "Daily Telegraph")

War Correspondent.

MK. BENNET BURLEIGH.

Tokio, June 10.—As I guessed would be the case, the Russians have not had the wisdom and hardihood to withdraw from Port Arthur before it was invested. It may be that there are many counsellors of the Tsar who believe that the fortress will successfully resist all assaults; but very soon the arms of Russia will repulse the Japanese forces and relieve the beleaguered garrison. I, therefore, repeat that it is about as certain as things go in war and ordinary human affairs that Port Arthur will fall, and most probably in a few weeks. If Kropotkin pushes forward to try issues with the investing troops he will only succeed in rendering Russia's position still more hopeless. Assuming the contingency that Port Arthur does fall, what next for Russia? Oh, Vladivostok is impregnable! Not a bit of it; Messieurs les illusionistes! It is more vulnerable to isolation and capture than Port Arthur. Should the war proceed that will be demonstrated. Let that much in the line of a forecast of events here suffice. To turn back to Port Arthur. The Japanese, with terrible deliberateness, are completing their grim preparations for its capture. Truly that Russian stronghold is doomed. Whatever Admiral Togo may do upon the sea, the Japanese army are determined that at all hazards the place shall be taken. Fortress by fortress, walled, banked, and protected from flanking fire, with outlying works, trenches, mines, and entanglements, one by one they will be battered and stormed by at least thirty thousand soldiers who have joyously pledged themselves thereto, to death or glory. There will be wild and lawless struggles and lurid scenes. But the Japanese will eventually get inside and conquer. The Russian fleet may, meanwhile, persevere in striving to clear a fairway by blasting the obstructions sunk at the harbour's entrance, and then escape to sea, or it may venture to engage Admiral Togo, so as to delay, if possible, the climax. But Togo and his sailors can be confidently trusted to checkmate every move of their adversaries. A day or two ago I saw a party of a big battalion of Japanese bluejackets. A higher-averaged, better set up, handier, more truculent-looking body of sea-bull-dogs I have never seen, not even in Portsmouth. Their faces were an index to their frames and character; steady, strong, boldly fit for any encounter; men of the old days, that would fight with their guns shot away until their ships sank beneath them. I am conscious that I am not over-gauging their fighting qualities, nor am I forgetting that their training and much of their splendid naval spirit they owe to British officers.

Before, but more particularly since, the battle of Kinchow, soldiers and sailors have been forwarded by tens of thousands to the Liao-tung Peninsula. Which, with other things, goes to show that the Japanese are now hastening to make an end of Port Arthur and the Russian defence south of Mukden. Nor has the great embarkation which has been going on for two weeks past by any means been yet stayed. Day and night troops are hurrying to the seat of war. The majority are men of a most excellent soldierly type, matured, and fully as good as the best regiments sent off with the First, Second, or Third Armies. Nearly all of them have seen service, and wear medals which were won in the last two wars. They are mostly men of between thirty and thirty-five years of age, sturdy, tall for Japanese, admirably disciplined, and of resolute bearing. As I have intimated, there are now three armies in the field, and the fourth is on the move to the scene. The First Army is under General Kuroki, the Second Army under General Oku, and the Third Army under General Nogi. At this stage I will not say whether any one of these armies musters but fifty or one hundred thousand strong of all ranks. Whilst General Kuroki, with the help of a portion of the Second and Third Armies, holds General Kropotkin in the north, the remainder, with a large and special force of thirty thousand "stormers," are closing in upon Port Arthur. Some delay must ensue, because Dalny and Ta-ien-wan have to be quite cleared of mines, so that siege guns and ammunition can be landed and conveyed to the assigned positions marked for primary attack. Another painful artillery surprise awaits the Russians who are shut up in their works in and around Port Arthur. Not only is there an immense park of siege guns set apart for the task of assisting the infantry and the stormers to advance, but there are in addition one hundred 8-in. modern canons to be used to help to reduce the fortresses. How have the Japanese managed with so little money to provide such a number of powerful long-range guns? Brains, economy, and industry combined have enabled them to obtain this huge store of such costly war material, just as they have by the same means secured their present unique position amongst the nations. A concentrated fire of even fifty of such big guns upon any outlying Russian works will soon render these places untenable, and make the position of the garrison appear hopeless. I well remember in the earliest days of the Boer war, before Colenso heights, how I urged upon the general the wisdom of bringing up by train and putting upon temporary sidings just six 6-in. naval guns, in addition to the 4.7's, so as to pulverise the position and open a road into Ladysmith. But the cost, &c., so many reasons were interposed. The Japanese, wiser in their generation, look ahead, and put the material upon the ground sufficient for the work. And they carefully have everything ready before they start to hammer their opponents.

CREATURES WHICH SLEEP THROUGH THE SUMMER.

When the heat of a tropical or semi-tropical summer dries up every pool and parches the ground to such an extent that it is difficult for animals not endowed with great powers of locomotion to find the wherewithal for existence, they compromise with nature by sleeping off

the season of heat and scarcity. The winter sleepers are all pretty well known, but owing to the "restoratives," or summer sleepers, being for the most part inhabitants of tropical countries; far removed from the path of trained observers, we are less acquainted with the species practising that means of shunning the heat and the drought of summer. Indeed, at present only one mammal is known which does so. This is the tenrec of Madagascar, a beast resembling a hedgehog, and which retires to its burrow and sleeps during the hottest three months of the year. However, it is believed that the West African dormouse, the summer-sleeper, though this species, when it has been brought to northern climes, foregoes its hibernation, and hibernates instead.

In South America and Africa various reptiles rest, if not in the manner described, at least so perfectly that their summer somnolence is quite comparable with the winter sleep of the temperate zone forms thereof. In the llanos, or plains, of Venezuela, the alligator, the land and fresh-water tortoise, the boa-constrictor, and several of the smaller kinds of serpents, lie motionless in the indurated mud during the hottest period of the tropical summer. But their dormancy is by no means as perfect as that of some hibernators, marmot, or a hedgehog, or a woodchuck, for instance, any one of which, when in the depth of its winter torpor, may be tumbled about like a ball, and yet, except for a few feeble respirations, exhibit scarcely any sign that it is conscious of being despatched.

In Brazil, Australia, and South Africa, frogs, tortoises, and insects pass months of the rainless season enclosed in hard earth, and in India many species of fishes during the dry season and long-continued droughts live in a torpid condition, imbedded in the indurated clay. There are instances in which fishes have survived in this condition for more than one season. Ponds known to have been dry for several months have swarmed with scaly inhabitants as soon as the accumulation of water released them from their hardened bed.

In Australia, a land of great summer heat and drought, much the same phenomenon has been noticed.

Pools in the desert, surrounded on every side by an arid region, across which it would have been scarcely possible for water to convey the living spawn of fishes or batrachians, as soon as the thunder showers fill them are found to contain fishes, frogs, and fresh water molluscs of which not a trace could previously anywhere be seen.

But perhaps the best and most extraordinary, as well as the best known of such instances of hibernation are those of the mudfish of Africa, and its relations in the rivers of South Africa and Queensland, which are provided not only with gills, but with a rudimentary lung. They can thus breathe ordinary air, and at the time they are encased in mud they leave a small opening through which they can inhale it.

Some land molluscs are singularly sensitive to heat and moisture. The desert snail lies hidden during the day, but when the sun goes down and the heavy night dew covers the herbage it creeps forth to feed, retiring before the heavens are ablaze with light.

The same species has been known to remain glued down to a board in a museum case, and after a lapse of four years, to the amazement of the curators, revive after being plunged into water.

Hibernation and respiration

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 24th August.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 875 chests of Malwa opium. Prices are as follows:—

Malwa (New) ... Rs. 1,500
(Old) ... " 1,630
(Oldest) " 1,680

(Reuters.)

Chinese Neutrality.

LONDON, 23rd August. News from Berlin says that the German Consul in Shanghai has been instructed not to interfere with Chinese neutrality.

The Russophil journal *Kreis Zeitung* admits that the Japanese demands in Shanghai are perfectly just.

The Russian Search for Contraband.

The Liverpool Chamber of Commerce has forwarded a resolution to Lord Lansdowne earnestly hoping that arrangements will speedily be made to remedy the grave detriment to British commerce resulting from Russia's proceedings re contraband. The co-operation of all other Chambers is solicited.

It is stated that the Russian cruiser off the Cape is the *Smolensk*; but it is more possibly one of the converted German Liners.]

LATER.

Coaling War Ships.

A proclamation has been issued at Malta forbidding the coaling of belligerent ships proceeding to the seat of war, or to anywhere on the line of route, with the object of intercepting neutral ships on suspicion of carrying contraband. The *Times* understands that a similar proclamation will be issued to all British dependencies.

The Russian Cruisers.

The appearance of a Russian cruiser on the Cape route has evoked renewed protests from the Press. The *Times* says that, in view of Russia's formal undertakings in reference to the Volunteer cruisers, if the cruiser really is the *Smolensk*, the question has relapsed to an acute stage demanding prompt and vigorous treatment.

(Straths Times.)

The King's Speech.

London, 16th August. H. M. the King's Speech on the prorogation of Parliament says that foreign relations continue to be in a satisfactory state.

It is stated that the agreements with France will materially strengthen the ties of friendship between her and Britain.

The Speech next refers to the cordial reception which H. M. met with at Copenhagen and Kiel.

H. M. regrets that hostilities are still in progress between Russia and Japan and says further:—Questions involving the treatment of neutral commerce have arisen. The issues involved which are of the gravest moment to the trade of the Empire will I trust be amicably settled. My Government will energetically support my subjects in the exercise of rights recognised by international law as belonging to neutrals."

It has been decided to sanction the introduction of the elective element into the Transvaal Legislature. H. M. trusts that all classes there will unite in rendering this step in the direction of self-government to be conducive to the welfare of H. M.'s dominions.

The political mission to Tibet encountered some resistance. But, says H. M., "its safe arrival at Lhasa affords me the greatest satisfaction, and reflects the highest credit on the officers and men of the small force employed."

I trust that by conference with the Tibetan authorities, in conjunction with the Chinese representatives at Lhasa, terms may be arranged for facilitating trade and for ending the difficulty and the friction which have arisen on the northern frontier of India."

H. M. also expresses trust that the army reorganisation now proceeding may conduce to the defensive strength of the Empire.

THE TRADE OF KOREA.

The Consular report on Korea for the year 1903 shows that the foreign trade reached the highest figures yet attained. As in Japan, however, so in the Peninsula, the chance of war had a depressing effect particularly during the second half of the year. The nation most interested commercially in Korea is Japan, and there the banks restricted the facilities granted to merchants in case they might require their capital for purposes connected with hostilities. Nevertheless, the result of the uneasiness experienced was on the whole not so baneful as might have been expected, and the sanguine anticipations entertained regarding commercial prospects in 1903 were in a large measure fulfilled. It was a record year both for imports and exports. The foreign trade of Korea has gone on increasing rapidly during the past few years. The value of the trade amounted to £2,827,381, of which £1,859,876 represents imports and £967,505 exports. To this must be added the gold export, amounting to £557,06, making a grand total of £3,384,387. Customs duties amounted to £146,235.

THE WAR.

WHAT IS RUSSIA'S GAME?

THE TRUE INWARDNESS OF THE SITUATION.

There is a general belief among official circles in London that the action of Russia in seizing British vessels is dictated rather by motives of a general and disconcerting nature than by the individual circumstances of the case.

It is thought that Russia would have hesitated to have provoked the animosity of Great Britain by seizing any of her shipping except under circumstances of so flagrant a violation of the law against contraband that the justification was apparent.

But Russia's diplomacy has always been as subtle as crooked, and there is a disposition to regard her high-handedness as concealing—or revealing—a bold attempt to right her fortunes or involve other Powers in the disasters of war.

From her point of view, she would have little to lose by provoking an extension of the conflict. She no longer has the least hope of snatching any material victory over her enemy, and the outcome of the struggle is certain to lead to the humiliation of an acknowledged defeat if she is left to her own resources.

THE PEACE OF EUROPE.

The general peace of Europe has been kept unbroken, notwithstanding many intrigues known in the diplomatic circles of European capitals, and the other Powers are merely spectators in a struggle which is impoverishing and humiliating Russia, whilst leaving them untouched.

It is, therefore, regarded as highly probable that Russia would not be averse from provoking the intervention of Great Britain in the hope of making her ally uneasy, and of weakening the *entente cordiale* between Great Britain and France.

She probably calculates that she might create such a situation; that, rather than run the risk of international complications, other Powers would, in their embarrassment, do all they could to stop the war by pressure on Japan; and so to embroil France and England, with the sympathies of Germany, already strongly pro-Russian, would offer her some chance of escape from final humiliation.

The fact that Russia has also seized German shipping does not conflict with this theory. It merely gives an air of stern impartiality to what is probably really a deliberate calculation that Great Britain and France would do a good deal rather than risk any chance of hostilities between themselves.

It is admitted that this would be a gambler's desperate throw, for France might very conceivably say: "Perish the Dual Alliance if necessary, rather than break the peace with England"; but Russia's position is already so desperate that she may well think her only chance is to try to drag others into the game, involve other stakes besides her own, and so terrify them by the high play in sight, that in the alarm and confusion she might cover her own losses.

With such possibilities in view, it behoves Great Britain to move warily; although obviously the demand made by Sir Charles Haldane for the immediate release of the *Malacca* was a necessary step in order diplomatically to regularise the situation and give Russia an opportunity of justifying her action.

IS THE ANGLO-JAPANESE TREATY INVOLVED?

The problem which the Law Officers of the Crown are working hard to solve is, firstly—whether Russia's and Turkey's action in breaking the oft-repeated Treaty stipulations that ships of war must not pass through the Bosphorus must be construed as bringing Great Britain within the scope of the Treaty between this country and Japan made in 1902.

A glance at the Treaty seems to indicate that no contingency like the present one was contemplated. Briefly, it states that if either Great Britain or Japan should become involved in war with another Power in defence of their respective interests in China and Korea, the other contracting party should maintain strict neutrality, and use its best efforts to prevent other Powers from joining in hostilities against it. Should, however, any other Power or Powers take part in the conflict, then it was agreed that the other contracting Power should come to the assistance of its ally, and conduct the war in common, and make peace in mutual agreement with it.

QUESTIONS OF INTERNATIONAL LAW.

The mere passage of troops or ships through a neutral territory, even in violation of a Treaty with a third party, has never been held by jurists to be a participation in war by the country allowing it.

The second question is whether, assuming the Treaties respecting the Bosphorus to have been broken, that fact makes the capture of the *Malacca* illegal even, though it be proved conclusively that it contained undoubted contraband of war.

The plea that the end justifies the means will no doubt be urged by Russia, and Turkey will probably assert that it had no suspicion that the Russian ships passing through the Dardanelles were bent on other than a peaceful mission; but both these contentions can be easily brushed aside, especially the latter.

IS TURKEY JOINTLY RESPONSIBLE WITH RUSSIA?

It seems, on the whole, that there is a dual responsibility on the part of Russia and Turkey for the consequences of what has taken place. One fact that should help to a speedy decision is that the general question is governed by treaties, and not by abstract principles of international law.

England has now demanded the restoration of the ship, although no demand for compensation appears to have been included. Failing immediate satisfaction, a naval demonstration would be the next step, followed, if necessary, by an ultimatum, and as a last resource a declaration of war.

But diplomacy and firmness should prevent this crowning catastrophe—unless, of course, Russia is playing the desperate and sinister game indicated above.

THE TRAM COMPANY.

EUROPEANS TRAVELLING THIRD CLASS.

IMPORTANT TEST CASE.

The case in which two Portuguese boys were charged with travelling third class on the cars of the Hongkong Electric Tram Co. came on for hearing at the Magistracy this morning, before Mr. Gomperz. The charge, however, had been altered to one of refusing to quit the car when requested to do so.

The Ordinance contains several sections, more or less complex, and one states that separate accommodation will be set apart for Chinese third class passengers, but does not state for Chinese only.

In this case the boys were originally charged with refusing to pay first class hire, as Europeans, though they offered to pay third class rates, as they thought they were entitled to.

Mr. H. W. Looker now appeared for the Company and stated that on the day in question the defendants entered the car which, at the time, was crowded in the third class compartment. One boy stood up between the seats and the other stood upon the footboard. The conductor asked them to either leave the car or pay first class fares and go in the first class compartment, to which they refused and were afterwards given into custody. They professed the advertised rate for third class passengers, which was refused.

The defendants who had not the benefit of Counsel, admitted the facts as above narrated.

His Worship ordered each of the defendants to enter into a personal bond of \$5 to keep the peace for one month.

NEWCHIANG CONSIDERATIONS.

Report, official and otherwise, from the Far East point to a probable early concentration of European interest on the town of Newchiang. Should the exigencies of a rapid Japanese closing movement compel a hurried Russian retreat, white property, not to say white lives, will be considerably menaced, on account of the proximity of Tuleusau's bands of nomads, and so the speedy despatch of a British gunboat from Chefoo will go some way in reducing the magnitude of a danger which any one familiar with the conditions of Northern China must perceive admit to be far from imaginary.

Possibly, too, the Japanese may expedite a settlement by arriving at the "first port of Manchuria" both by land and by sea very shortly after their opponents withdraw northwards.

But these various foreshadowed happenings serve to recall incidents in the last few years of Newchiang history which make the present situation far more piquant than is generally realised.

Every one knows, of course, that Newchiang is a treaty port—open, that is, to the trade of the whole world—and, as the only Manchurian seaport, Dalny excepted, has always been recognised as a town with a great future before it. In this point lies the motive for the Muscovite aggression, which from time to time has so hampered and inconvenienced trade. Russia does not, indeed, care particularly about the commercial monopoly, but the growth of a thriving cosmopolitan community, a sort of second Shanghai, in territory which, for political reasons, she desired to dominate wholly herself, is obviously to be deprecated. And right skilfully has Russia played her game from first to last.

Some way up the river, quite away from the other European settlements, the original Russian concession was selected, and connected by that branch line, now of such strategic importance, with the main railway between Mukden and Port Arthur. A garrison in these circumstances seemed the natural safeguard against the bandits and the nomad Manchurian tribes which infest the neighbourhood to the north and west of the Liao river.

At the time of the Boxer outbreak the European Consuls in Newchiang applied to the Russian commandant for as large a party of soldiers as he could spare, to protect lives and property in Newchiang pending the arrival of the men-of-war of the various nations. The request was granted, and Russia—at the instance of the Powers—occupied Newchiang with a military force: the subsequent arguments of all the interested parties have not sufficed fully to rescind that first invitation. The Russian flag then hoisted over the Chinese Customs buildings has never been withdrawn to the concession up the river, and the control acquired over the junk trade—duties properly payable to the Chinese Government—neutralised any superior influence which the Imperial Maritime Customs might have afforded to British authority. These dues provide the Russian representative with an annual income estimated at not less than 180,000 taels. It may be wondered that more vigorous steps have not been taken to oppose this drift of an international port into, politically speaking, a semi-Russianised settlement; and critics far from the scene of action usually condemn the jealousies of the European Powers trading with Newchiang even more than the supineness of the Chinese Government in virtually ceding their best northern seaport. This last point may be set aside. Feuding authorities, having permitted Russia practically to annex the whole province, were scarcely likely to quarrel with her over the possession of a treaty port where Celestial interests were in any case discounted.

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OPIUM SMUGGLING.

TROUBLE ON THE FRENCH MAIL.

The *Straits Times* of 17th inst. says:—For some time past the Opium Farm authorities have had suspicions that opium was being smuggled into the Colony by the French sailors on board the homeward Messageries Maritimes mail steamers. One or two arrests have been made from time to time. It will be remembered that on arrival of the last French Mail from Saigon one of the sailors was captured with a quantity of opium in bladders hidden under his clothes. The man however, managed to wrench himself free from the chintings and ran back to his ship leaving a quantity of opium in the revenue officer's hands. On the arrival of the French Mail from Saigon yesterday the chintings at the Borneo wharf captured a sailor from the mail landing between \$200 and \$300 worth of chintings in skins or bladders under his clothes. The French sailor struggled to get away and jumped from the wharf into the sea. The chintings jumped into the sea after him and brought him to the shore. A number of the bladders containing opium were lost in the struggle in the water. The M. M. Co.'s agent asked the revenue officers to allow the sailor to go back to his ship and change his wet clothes, saying that he would then be handed over again. The chintings allowed this request, but the sailor did not come back. The police authorities were telephoned to and Sergt. Sheedy from Sepoy Lines station, who has charge of that district, went down to the wharf to demand that the sailor should be handed over again. The Captain of the vessel refused to allow the man to leave the ship. The French Consul was telephoned for, but the Captain still refused to give the man up. Eventually a letter from the Chief Police Officer, was handed to the French Consul and the man was handed over to the police authorities and was taken to the lock-up. This morning the man was brought before Mr. Colman, Mr. Rainey with Mr. F. K. Jennings representing the Farmer, Mr. Lowell defending. Mr. Lowell asked for a postponement, and no objection being raised, the hearing of the case was fixed for Monday next.

DING HOW.

A MANCHU PONY.

In a letter from Mukden, the *Daily Telegraph* special correspondent with the Russian army writes:—

He is nearly fourteen hands in height without his shoes, and to look at him as he does in the courtyard of the Chinese hotel you would say he was the gentlest creature alive; yet he has the distinction of being the most warlike thing yet seen by the unique collection of "peace correspondents" at Mukden.

One met him first near the station, on the little common contained on three sides by the scattered dwellings of officials, and on the fourth by the overworked railway. With many others he was brought by shouting Chinamen eager to effect a sale, and as at that time, three weeks ago, there seemed to be immediate need for ponies, prices ranged accordingly. The move to Liao-yang was imminent, as it has been, more or less, for months. Still, it seemed necessary to be ready, and so one prepared; the first step in that preparation resulting in a miniature horse fair, picturesque and inexpressibly odorous. The dealers galloped about wildly on every horse on which one cast a kindly look. These worthies watched to discover one's taste in horseflesh, and whatever animal was examined rose promptly in value to nothing less than 300 roubles. Evidently it was necessary to play the rascals at their own game, and regard only the most ill-formed of their beasts. Ding How remained profoundly reflective, excepting when some of his comrades came too near behind. Then he became imbued with sudden animation. Round came his quarters, and out flew his heels again and again, until he had cleared a space for himself among the screaming objects of his attentions. This accomplished he subsided once more into gloomy speculation. In spite of his peculiar temperament, however, he was worth examining, for standing alert he was a model of his kind. The head was small and shaggy, the shoulders finely sloped, and the chest broad and muscular. Immensely strong in the legs, his pastures were good, and the feet well shaped. The "barrel" was beautifully ribbed up, the pear-shaped quarters showed every muscle, and the hind legs "dropped" like those of a racer. Undoubtedly he was the pick of the bunch, and just for that reason one dared not look at him unless with disapproval. For three-quarters of an hour one haggled to reduce prices to what one would never have paid.

From time to time the proprietor of the "barrel" was off on a gallop. He raced his steed against others, and always won. On each occasion when he returned to find his performance disregarded he lowered his demands, and finally, with saddle and bridle of native make, the concentration of wickedness changed hands. Heavens! How the little animal fought before he could be shod, and, being shod, how he resisted all attempts to mount him. There is scarcely a Manchurian pony that does not hate the "foreign devil"; but the hatred of Ding How is mortal. It required three Chinamen to persuade him to carry a saddle, and, having in their own left-handed way begun at the wrong end, they proceeded to put the bridle on. But Ding How, using teeth and forefeet, routed his enemies. He dashed into every corner of the many-cornered space, and under every shed judged sufficiently low to scrape the precious, second-hand, patched saddle that money here cannot replace. Yelling Chinamen followed in a small, but gradually increasing, crowd, which, when hard pressed, by boldly charged, and triumphantly dispersed. With the utmost difficulty one got rid of clamouring assistants, and were just about to catch his mane when an excited coolie, coming from somewhere, with a big stick struck him violently over the quarters. How was perished and praised China, its ponies

and its people! But the little wretch seemed to enjoy the situation. He would stand, limp and dejected, just as if life had lost all interest for him; yet one knew that he was watching every movement made around him with the closest attention, and many a ruse was tried in vain to effect his capture. One got his ear at last, and, with a struggle, securing the other, held him fast. Then the bit was slipped between his dangerous teeth, and, with a great effort, the bridle fixed. Getting into the saddle was a master of as great difficulty as mounting an Australian buck jumper, and he went off with a bound the moment he felt one's weight. Since then, however, he has learned to be more gentle, though he never will be kind. Nothing seems to alarm him—not even the big, hooting, Russian trains. Crossing a deep ford, he plunges in bravely, swims where necessary, and, on the other side, goes his way as if nothing had happened. He never seems tired, is always ready to race, and if ever our peaceful occupation ends, and it is necessary to make an arduous march, the brave Ding How will do it, or die in the attempt. But when, oh, when, will official, promising end, and official performance begin?

FIRST REPORT OF THE TARIFF COMMISSION.

THE IRON AND STEEL TRADE.

The iron and steel trades are dealt with in a first report issued by the Tariff Commission, a copy of which came to hand by the mail yesterday. The conclusions of the report, which is signed by all the members of the Commission, are as follows:—

1. That the iron and steel industry of this country has declined relatively to that of other countries.

2. That our export trade to foreign countries has diminished, while that to the Colonies has increased.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.
GLASGOW and LIVERPOOL	"PATROCLUS"	8th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i> NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS" "DEUCALION"	7th September. 3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL

WEI-HAI-WEI, CHEFOO and TIENTSIN "KANSU" 27th August.

FOOCHOW and SHANGHAI "YOOHOW" 27th "

SHANGHAI "WOOSUNG" 29th "

MANILA "TEAN" 30th "

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, "CHANGSHA" 13th September.

BRISBANE, SYDNEY & MELBOURNE

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bable	September 5th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th,
"NUMANTIA"	4,370		October 10th,
"NICOMEDIA"	4,370	Wagner	October 23rd,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE. HONGKONG-CANTON LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 9 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK. NO. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,

LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,209.....J. P. MARTIN.

"KWONG TUNG" 1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 25th August, 1904. [955]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above Port, on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVERTON,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 23rd August, 1904. [966]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND

ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 11th August, 1904. [923]

PROPOSED SAILINGS FROM HONGKONG:

1904. About

"ATHOLL" 20th September.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 23rd August, 1904.

AN APPEAL.

THE SUPERIORITY of the ITALIAN

CONVENT, CAINE ROAD, beg most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiority will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools

who are taught by the Sisters.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOO,

Acting Director.

Hongkong Observatory, 2nd January, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	5 285
One month	7 20
Two months	13 00
Three "	20 00
Six "	37 50
Twelve "	73 00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 " " " 10 "

12 " " " 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
£1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBERING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

Hongkong.

Intimation.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S.

P A Y A B L E Q U A R T E R L Y I N A D V A N C E.

E X C H A N G E L I N E S : \$25 P E R Q U A R T E R.

N O C H A R G E F O R I N I T I A L
I N S T A L L A T I O N.

N.B.—A Special Charge is made for Lines
of more than average length.

D E S K T E L E P H O N E S

For a small additional annual charge Desk
Sets can be supplied.

E L E C T R I C S U P P L I E S.

B A T T E R I E S,

C H E M I C A L S,

E L E C T R I C B E L L S,

I N S U L A T O R S,

S W I T C H E S,

T E L E P H O N E S,

W I R E,

&c., &c., &c.

S E N D F O R P R I C E L I S T S.

E L E C T R I C B E L L I N S T A L L A T I O N S.

Estimates given for all kinds of Electrical
Work.

A D D R E S S :—2, ICE H O U S E R O A D,

W. STUART HARRISON,
A.M.C.E.,
Manager.

Hongkong, 12th April, 1904. [6]

Shipping.

A R R I V A L.

Ikbal, Br. s.s., 2,901, Robinson, 24th Aug.—
Durban 30th July, Ballast.—G. L. & Co.

Sungkian, Br. s.s., 1,021, J. Robinson, 24th

Aug.—Manila 21st Aug., Gen.—B. & S.

D E P A R T U R E.

None.

V E S S E L S I N P O R T.

S T E A M E R S.

Amara, Br. s.s., 1,566, C. J. Mattock, 22nd Aug.—
Saigon 18th Aug., Rice and Flour.—M. & Co.

Archangel, Br. s.s., 3,502, Bryce, 22nd Aug.,
—Moj 15th Aug., Coal.—M. B. K.

Ataka, Br. s.s., 2,393, J. Park, 18th Aug.—New

York 25th June, Petroleum.—S. O. Co.

Borneo, Ger. s.s., 2,168, E. Muhle, 23rd Aug.—
Sandakan 19th Aug., Timber and Gen.

—M. & Co.

Changsha, Br. s.s., 2,100, T. Moore, 15th Aug.—
Sydney via Ports 19th July, Gen.—B. & S.

Choyang, Br. s.s., 1,423, H. J. Roop, 24th

Aug.—Shanghai 10th Aug., and Swatow

23rd Aug.—M. & Co.

Chwanshan, Br. s.s., 1,281, B. S. Lawlor, 21st

Aug.—Manila 18th Aug., Ballast.—G. L. & Co.

Crasley, Br. s.s., 2,003, W. E. Steele, 22nd

Aug.—Yokohama 14th Aug., Ballast.—G. L. & Co.

Decima, Ger. s.s., 734, C. Christensen, 24th

Aug.—Newchwang 18th Aug., Gen.—S. O.

Devawongse, Ger. s.s., 1,057, Ch. Klimp, 10th

Aug.—Bangkok 4th Aug., Rice.—B. & S.

Eastern, Br. s.s., 2,272, W. G. McArthur, 22nd

Aug.—Sydney via Ports 30th July, Gen.—
G. L. & Co.

Ernest Simon, Fr. s.s., 2,162, Bourdon, 24th

Aug.—Marsella 26th July, and Saigon

21st Aug., Mails and Gen.—M. M.

E-Sang, Br. s.s., 1,127, W. F. Richard, 24th

Aug.—Tientsin 15th Aug., and Cheloo

18th Aug.—M. & Co.

Formosa, Br. s.s., 2,015, B. W. Snow, 22nd

Aug.—London 9th July, and Singapore

17th Aug., Gen.—P. & S. N. Co.

Haiyan, Fr. s.s., 377, L. Anderson, 23rd Aug.—
Pakhoi and Holhoo 22nd Aug., Gen.—A. R. M.

Haitan, Br. s.s., 1,182, J. Roach, 24th Aug.—
Fochow via Amoy and Swatow 21st Aug.,
Gen.—D. L. & Co.

Hobinian, Ger. s.s., 1,275, H. Hamer, 22nd

Aug.—Saigon 17th Aug., Rice.—Order.

Hopang, Br. s.s., 1,310, Jas. M. Hay, 22nd

Aug.—JAVA Ports 13th Aug., Sugar.—
M. & Co.

Mails

Consignees

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES

THE PENINSULAR AND ORIENTAL STEAM-NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN AND SOUTH AFRICAN PORTS.)

T H E Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moldavia," 9,000 tons, from Colombo. Passengers' accommodation in that vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Macclesfield and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th August, 1904.

CONSIGNEES OF CARGO, from London, ex a.s. Douro and Adour, from Havre, Ville de Valencien and Ville de Lorient, in connection with above. Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 31st August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st August, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th August, 1904.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 25th inst., at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES

THE P. & O. S. N. CO.'S Steamship

"FORMOSA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. "Peria."

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd August, 1904.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Tremont... 9,000 T. W. Garlick. Oct. 1
Tremont... 9,000 T. W. Garlick. ...
Lyra... 4,417 G. V. Williams. ...
Hyader... 3,753 Geo. Wright. ...† Cargo only.
Steamers marked (*) have no second-class passenger accommodation.FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.Shawmut... 9,000 W. M. Smith... Aug. 29
Tremont... 9,000 T. W. Garlick. Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second-class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop, and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Building,
Hongkong, 23rd August, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant will be subject to rent.

All Claims must be sent in to me on or before the 29th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 20th August, 1904.

Hongkong, 20th August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KEMP & PORTS. Connected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000 \$175,533 \$191,973	\$1,492,554	Div. of 6 1/2% @ exchange 19.15/16 \$6.41 for first half-year 1904	6 1/2%	\$648
National Bank of China, Limited.	4,453	\$10	\$8	\$1,750,000 \$369,443 \$784,415 \$600,872 \$600,000	\$1,668	\$2 (London 3/6) for 1903 None	5 1/2%	\$16
Do. (Founders)	750	\$1	\$1					
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$151,922 \$331,442 \$324,343	\$1,059,926	\$32 for 1902	5 1/2%	\$555 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25		Nil.	\$4 for year ended 30.4.1903	6 1/2%	\$63
North China Insurance Company, Limited	10,000	\$15	\$15	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of 1/- making \$2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,754	\$186,284	\$12 for 1902	9 1/2%	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7 1/2%	\$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,170,288 \$1,000,000	\$171,110	\$22 for 1902	7 1/2%	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,501	\$120,047	\$6 dividend & \$1 bonus for 1902	8 1/2%	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 for first half-year 1904	10 1/2%	\$28
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903	5 1/2%	\$115 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	None \$185,000	Dr. \$63,123	\$5 for 1900		\$20 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935	Nil.	\$3 for year ended 30.6.1903	8 1/2%	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,093 \$400,000	\$1,287	\$1.80 & b. 20 cts \$0.90 & b. 20 cts	6 1/2%	\$28 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	8 1/2%	\$155
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$4,000,000 \$4,000,000	Tls. 19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2%	24/- sa. & b.
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 68,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 1/2%	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	None	Tls. 55,541	Final of Tls. 24 making Tls. 41	9 1/2%	Tls. 47 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50			Final of Tls. 18 making Tls. 31	7 1/2%	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	None	Dr. \$17,717	Final of \$7 making \$12 for 1901		
Iluzon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	Dr. \$7,905	\$3 for 1897		\$105 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50		Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2%	\$9 sellers
MINING.								
Société Française des Charbonnages du Tonkin</								